

**Federal Aviation Administration****Aviation Rulemaking Advisory Committee; General Aviation and Business Airplane Subcommittee: JAR/FAR 23 Harmonization Working Group**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of establishment of JAR/FAR 23 Harmonization Working Group.

**SUMMARY:** Notice is given of the establishment of the JAR/FAR 23 Harmonization Working Group by the General Aviation and Business Airplane Subcommittee. This notice informs the public of the activities of the General Aviation and Business Airplane Subcommittee of the Aviation Rulemaking Advisory Committee.

**FOR FURTHER INFORMATION CONTACT:** Mr. William J. (Joe) Sullivan, Executive Director, General Aviation and Business Airplane Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, telephone: (202) 267-9554; FAX: (202) 267-9562.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation and Business Airplane Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for standard and commuter category airplanes and engines in part 23 of the Federal Aviation Regulations, and parallel provisions of parts 91 and 135 of the Federal Aviation Regulations.

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the General Aviation and Business Airplane Subcommittee those rulemaking projects related to JAR/FAR 23 Harmonization which were then in the process of being coordinated between the JAA and the FAA. The Harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of a Notice of Proposed Rulemaking—an objective comparable

to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The General Aviation and Business Airplane Subcommittee, consequently, established the JAR/FAR 23 Harmonization Working Group.

Specifically, the Working Group's tasks are the following: The JAR/FAR 23 Harmonization Working Group is charged with making recommendations to the General Aviation and Business Airplane Subcommittee concerning the FAA disposition of the following rulemaking subjects recently coordinated between the JAA and the FAA:

**Task 1-Review JAR Issues:** Review JAR 23 Issue No. 4 (which excludes commuter category airplanes) and No. 5 (which includes commuter category airplanes), and compare them with Amendment 23-42 to FAR 23, and the proposals in Notices 3 and 4 from the Part 23 Airworthiness Review. Identify technical differences between JAR 23 and FAR 23 which can be harmonized.

**Task 2-Systems and Equipment:** Based on the results of the Task 1 review, identify the changes to Subparts D and F of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

**Task 3-Powerplant:** Based on the results of the Task 1 review, identify the changes to Subpart E of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

**Task 4-Flight Test:** Based on the results of the Task 1 review, identify the changes to Subparts A, B and G of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

**Task 5-Airframe:** Based on the results of the Task 1 review, identify the changes to Subparts C and D of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

**Reports**

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed presentation to the subcommittee of the results of Task 1 before proceeding with Tasks 2-5.

C. Give a detailed conceptual presentation on Tasks 2-5 to the Subcommittee before proceeding with the work stated under item D, below. Each presentation should identify what proposed amendments will be included in each notice, and whether any additional notices will be need to be drafted in addition to the four identified in item D, below. These reports may be combined or presented separately at the discretion of the working group chair.

D. Draft a separate Notice of Proposed Rulemaking for Tasks 2-5 proposing new or revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

E. Give a status report on each task at each meeting of the Subcommittee.

The JAR/FAR 23 Harmonization Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent General Aviation and Business Airplane Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption "FOR FURTHER INFORMATION CONTACT" expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the JAR/FAR 23 Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 19, 1992.

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Executive Director, General Aviation and Business Airplane Subcommittee, Aviation Rulemaking Advisory Committee.

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